

# Fuel Oil non-availability report

Name of Vessel:	<i>Edwine Oldendorff</i>	Flag: MTA		IMO Number: 9717668
(if other relevant registration # enter here) :				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
Initially, the vessel was scheduled to call Vancouver,BC only. However, due to another vessel not being able to perform a cargo we fixed, from Hawk Inlet to Vancouver,BC, the Edwine had to pick it up on her way to Vancouver,BC. After completion of loading in Hawk Inlet, the ship started experiencing very heavy weather and advised, that LSG remaining on board might not be sufficient to reach Vancouver,BC. In total the vsl will be abt 10-15mts short of LSG.				
Port of Origin:	Osaka	Date:	24jan2017	
Port of Destination:	Hawk Inlet	First US port of Arrival:	Hawk Inlet	
Date vessel first received notice that it would be transiting in the N. American ECA:				18jan2017
Vessel's location at the time of notice:		Osaka		
Date/Time ship operator expects to enter N American ECA:			08feb2017	
Date/Time ship operator expects to exit N American ECA:			24feb2017	
Projected days ship's main propulsion engines will be in operation within N American ECA:				2 days
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				HFO=2.85%;LSMGO<0.03%
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				
The vessel received max LSG intake in Japan, departed from Osaka with abt 90mts LSG and same would have been enough, if the vessel would not have encountered bad weather on the west coast, while transiting from Hawk Inlet to Vancouver,BC. Unfortunately there is no fuel available in Hawk Inlet, so there was no option to arrange for additional LSG supply. In Vancouver,BC the vessel will receive compliant fuel upon arrival.				

Name of suppliers contacted:	Address:	Date of contact:
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In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):		

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
Hawk Inlet is the first and only US port, the vessel will be calling, but this port does not have fuel supply available. As a result, the vessel will receive additional LSG in Vancouver, BC, bher second port of call.							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
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List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a) Hawk Inlet	09 feb	Yes	Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:		Oleksiy Zagorulko		Ship Operator Name:		Oldendorff Carriers	
Legal Agent in the U.S.:		North Pacific Maritime		Ship Owner Name:		ROSEWATER MARITIME INC	
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):							

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature	Print Name	Date